

Flower Power

ISSUE 17
JANUARY
1979



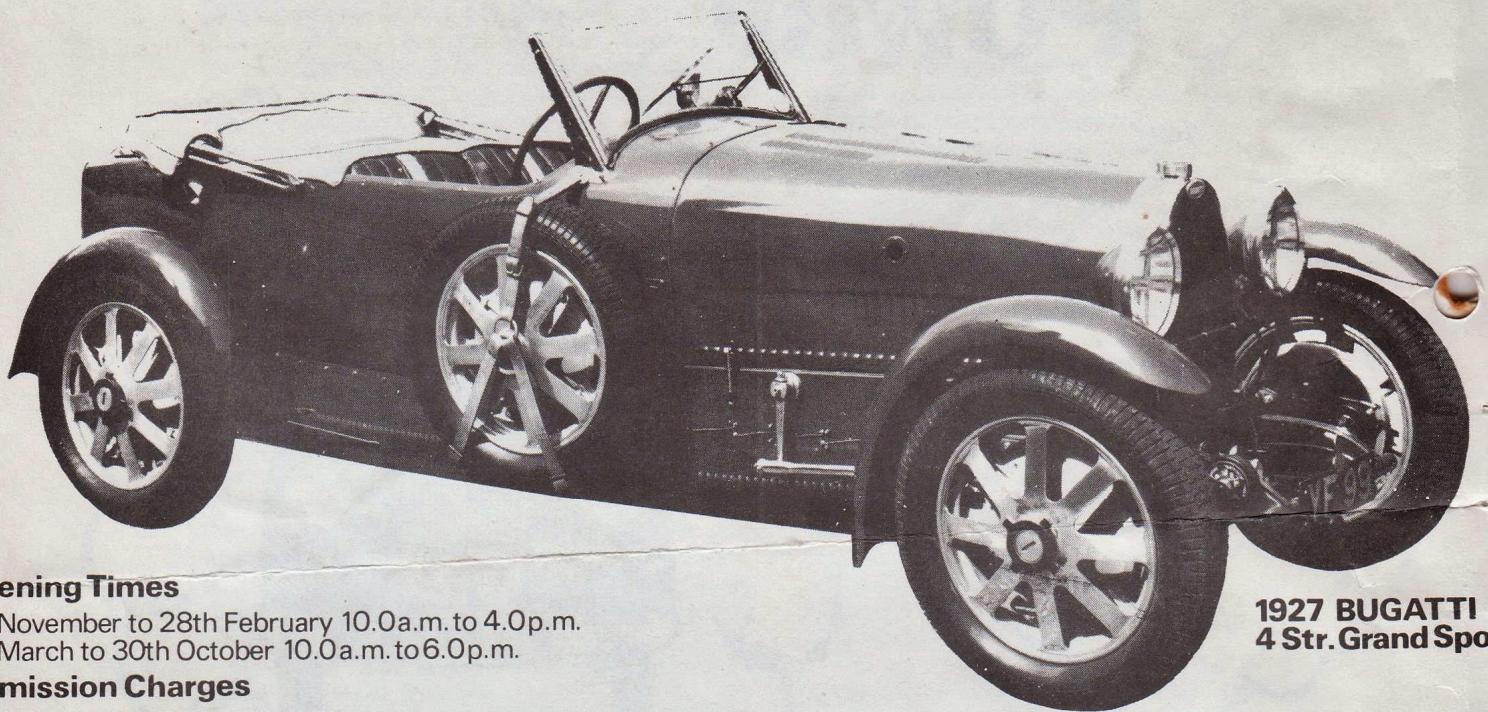
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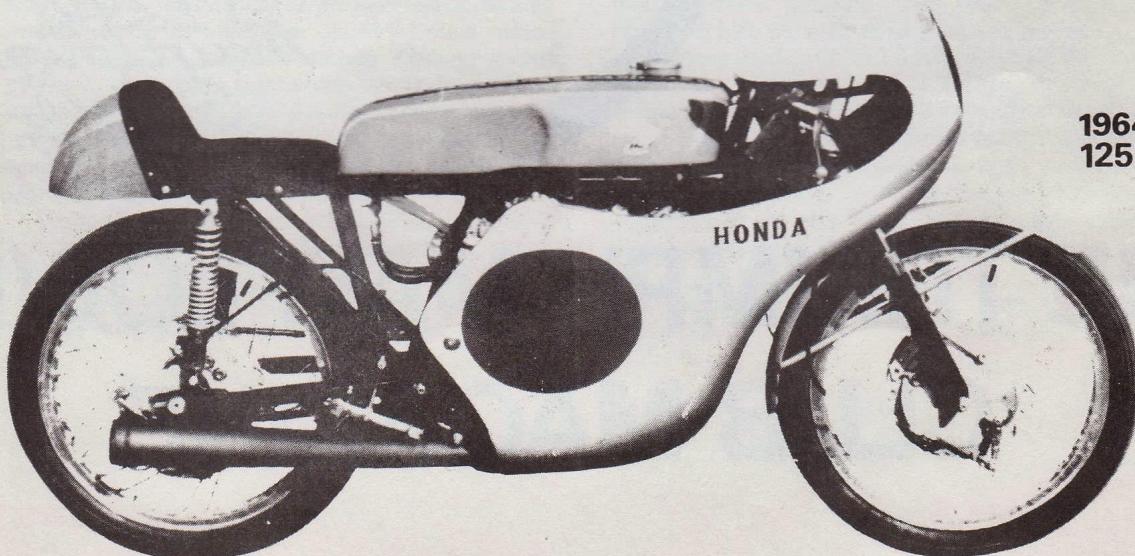
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Flower Power

ISSUE No. 17

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Tadley, Basingstoke, Hants.

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75 Morley Road, Staple Hill,
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32 Mackie Road, Filton, Bristol

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DEREK GOODYEAR

Hon. Archivist:

DAVID GILDERDALE
484 Uxbridge Road, Hayes,
Middlesex

Flower Power Editor:

J. R. BAKER
3 Unwin Crescent, Stourbridge,
West Midlands

WINTER MOTORING

As I take up my pen for the first time as your editor my thoughts are of the appalling state of this country.

I sit here recovering from a bout of 'flu, listening to a tale of woe, petrol tanker drivers striking! And although the media states a return to work my Renault lies snowed up and out of petrol with none available within a fifty miles radius of Birmingham which includes my part of the West Midlands.

When it comes to coping with winter weather Britain seems to be always unprepared. The worst snow-up in twelve years brought some lessons of its own, which are still being digested. One alarming fact to emerge is that Britain has only one mine producing the rock salt councils need to spread over the roads to make them safe. Every winter they use about two million tons.

The mine is operated by ICI, and the question must be asked whether it is right for any one firm to have a monopoly on supplies so essential. Some local councils had to cut their salting programme because of a shortage.

Why the shortage? ICI say that when the demand for salt suddenly increased last winter they could not take on extra men to step up production because of the Employment Protection Act. This bit of legislation means that managements can no longer dismiss employees because of a falling seasonal demand for their product—with the result that they are reluctant to take on workers to see them through a period of high demand.

We can all be thankful the workers they have got were not on strike, otherwise the situation could have been more serious!

The other big news is the lorry drivers and rail strike and I hope by the time this article is read that all this anarchy is behind us and none of our livelihoods have been seriously affected.

Has anyone given any thought to the news that the government is to abolish the Road Fund Tax in favour of increased Petrol Tax.

In the past some of us with one or more 'other' vehicles were always at a disadvantage if we wished to use them for short periods, i.e. summer outings to rallies, meetings, etc., when we would have to tax our cars for a minimum of four months, and then if laying them up, go to the trouble of getting rebates for unused months.

Under the new scheme we will be able to use our Flowers as and when we like . . . if we can afford the petrol.

J.R.B.

CHAIRMAN'S LETTER

Dear Member,

It seems a long time since I wrote my last effort under the heading "Chairman/Editor's Piece". In the intervening period we have had the A.G.M., suffered Christmas, snow, ice, lack of petrol, and are currently embroiled in other disasters and crises—have a happy 1979!

The A.G.M. proved to be an enjoyable event and this time there was no doubt about a quorum. The venue was a successful choice, mine host and hostess at the 'Two Boats Inn', Long Itchington, looking after us well. The meeting turned out to be a hard working one, not the usual formal rubber-stamping, and I think all of us present felt it had been well worth while. As you will see, I am pleased to be able to welcome Past Chairman Derek Goodyear back to the fold both as an Honorary Member and on the Committee to boot. Phil Hall is back as our Hon. Secretary although Reg. Varney will be taking some of the load off by dealing with membership, leaving Phil to exercise wild flight of fancy to further the club. Our old friend Frank Lane steps up to take Terry's mantle of Vice-Chairman, while Terry takes a well earned rest and becomes an Honorary Member. New blood is infused by Dave Gilderdale taking on the job of Archivist and 'Flower Power' has a new Editor in the strong and capable hands of John Baker.

One thing we forgot at the A.G.M. was a vote of appreciation to Robin for his stint as Hon. Secretary. I know he worked very hard at this until his studies just made it impossible for him to continue. As Chairman, therefore (and not as his dad), I offer him the sincere thanks of the club on your behalf.

(Editor's note: I am sure we all endorse the Chairman's last remarks. Thanks Robin).

Already there are signs of some interesting gatherings for 1979, so may your flowers keep blooming. Let this be the year that the Mayflower Club becomes a force to contend with!

Sincerely,
ROY BUSSELL

O B I T U A R Y

MRS. E. M. KING

It is with deep regret that we announce the death of Mrs. E. M. King of Theal, Berkshire, on 13th December 1978, when she died peacefully but unexpectedly.

Over the years Mrs. King contributed to Club efforts on many occasions and her keen interest will be sadly missed.

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STIR 3



*A notable line up of open mouthed Flowers, awaiting inspection.
In the foreground Peter Burdge's PYA 755 (Peter's leaning on car back
to camera and as usual not knowing what's going on). Not having any
information on photo I'll try and guess that the cars included are Terry
Mills, Mr. Lacey's and is that Frank Lane by the grey car?*

STANDARD-TRIUMPH INTERNATIONAL RALLY

ROUSHAM PARK, OXFORDSHIRE
SUNDAY, 17th SEPTEMBER, 1978

The eagerly anticipated 3rd Standard-Triumph International Rally duly took place on 17th September at Rousham Park in Oxfordshire. Helped by superb weather and a 'new' venue, the attendance was larger than anticipated, putting something of a strain on the administration, various elements of which were in the hands of the eight organising clubs. Especially active were Colin and Jean Eastwood, Bob Fitsall, Reg Varney and Paul Good, with great back-up from Bob Morris and Brian Blackwell.

Typical of the behind-the-scenes excitement was the news that Michael Sedgwick had no transport from West Sussex and, after a few phone calls, Peter Nash with his Standard 10 van sportingly agreed to collect him and the renowned 'Sedge-warbler' arrived in company with the Nash's dachshund. Even then, the P.A. side was still not functioning properly, as Hartwells of Kidlington, having brought a caravan which was to be used as a commentary point, had forgotten to leave the key!

Apart from the great variety of cars, including the late entry of Cooke's 1928 Triumph Light 15

saloon, with those really primitive hydraulic brakes, the day was one for personalities too. Spotted and chatted to briefly were A. W. Ireland, who acted as chauffeur to R. W. Maudslay of Standards from 1921, and Leslie Ireland (no relation) who worked alongside Walter Belgrave on so many new models in the '40s and '50s. To make the event truly international, Dick Langworth had brought a party of 30 Americans over for the event and, attracted by the diversity of the cars, Canadian and Australian visitors also 'signed-in' at Rally Control.

With Patrick Holland providing a poetical route card to reach the driving tests at U.S.A.F. Upper Heyford, it was pleasant to observe that stalwart supporter Roger Smith who, with his wife, has manned controls at Standard-Triumph events for the last fifteen years.

With the Concours judging under way — special thanks to David Richardson who had most to look at — John Davy took Jeff Herbert, the present Managing Director of Triumph, for a gentle lap of the rally field in the 1907 Standard. In chatting, he seemed conscious of the history he has inherited at Canley and is keen on promoting this angle — he pointed out that Honda do not have such a tradition! When Jeff Herbert asked one of the U.S. visitors what was needed in America, the visitor answered simply 'more Triumph cars'.

